WG1- CDTI subgroup telecom 8/11/04

Taji Shafaat - Boeing
Michael Petri - FAA
Sethu Rathinam – Rockwell Collins
Randy Bone - MITRE
John Helleberg - MITRE
Bill Kaliardos – FAA
Al Mattox - ALPA

Agenda:

1. Action item updates on open items (please be ready to provide updates on
your actions)

2. Continue review of the MASPS document, starting at section 3.3.3.3 (to
the end)

3. Next telecon and meeting plans

1. Action item updates on open items.

The action item list last updated on 7/30/2004 was reviewed and updated.

On item 2, Bill noted that he has not been able to get the information he is seeking. Sethu
suggested that there are several ways of dealing with the issue, including keeping it open,
closing it out as incomplete, and/or asking Capstone folks to review the MOPS when it is
ready. Bill asked that it be kept open.

Item 6 – Terry Abbott provided a document at the DC meeting that contains a list of
CDTIs that were done in the past. This includes a Seagull report. Sethu will find the
material and mail it out.

Item 14 – John reported that he's been reviewing documents, but is not ready to present a
proposal. Randy suggested that there needs to be a decision on whether this should be a
paper study or simulation. The main concern is that a directional TCAS TA/RA symbol
may cause problems with how the pilot reacts to TCAS alerts. Sethu feels this should be
submitted as an issue paper. The directional symbol would only be invoked for
TCAS/ADS-B merged data. How would a merged target look compared to just an ADS-
B or just TCAS symbol?

Item 16 – Review at next telecom

Item 17 – Bill reports that ITP people in DC can design website and put material there. A
discussion about SC-186 organization followed. Bill says that the ITP person just needs

to know how we want it organized. Passwords for the FAA's KSN (knowledge sharing network) site will have to be generated. It was decided to try and post the CDTI information there instead of on the Technical CenterSC-186 website.

Item 18 – Sethu asked that people suggest items for summarization.

Item 20 – Taji asked for additional definitions, although there isn't much else available.

Item 21 – Randy has added some comments from ALPA to the WG1 reply.

Item 41 – No actions, other than response to STP questions, have been presented for action by the full WG1. The main concerns have to do with unknown requirements for ground surveillance applications. Randy will follow up with Greg Dunstone, Capstone, and RFG.

Michael will color code the actions items in the future; one color for due items, another for past-due items. The idea is to speed up the action item review process.

2. Continue review of the MASPS document, starting at section 3.3.3.3 (to the end)

3.3.3.3.1 Where does own ship information come from? It seems to missing from the section and table 3-21. ACL level also doesn't seem to be transmitted to the CDTI.

How will the ACL pilot skills component be entered?

Does ACL adjust automatically for failures that affect available applications in the own plane? The group agreed that there are operational issues about providing crew training for ACL, and questions about how crews will accept applications that the system is capable of performing.

3. Next telecon and meeting plans

The October meetings have been postponed. Current schedule is for November 1-3 working groups, and November 4 for the SC-186 plenary. Finalized meeting dates will be worked out at next telecon.

The next telecon will be September 2nd, 2-5 Eastern time, unless otherwise rescheduled.

Bill Kaliardos asked if the CD application 120 second caution warning for CDZ is really appropriate. He feels that it is too long, and the times should be closer to TCAS TA times, or the alerting should be reduced. Michael noted that the alert times for CD and ACM were chosen to eliminate possible interaction problems with TCAS, and also to

allow more time to examine alternate solutions. An action item for ACM and WG1 to review this was assigned.